CLAIM AMENDMENTS:

Claims 1-21 (canceled)

22. (Currently amended) A method of connecting [[two]] raceways, comprising the steps of:

joining respective first ends of first and second raceways at a first junction area so that the first ends of the first and second raceways engage each other and form a miter joint at the first junction area, said first junction area having an open side;

coupling a first cover fitting over the open side of the first junction area so that a portion of the first cover fitting ~~engages each end, respectively,~~ is coupled to the first ends of the first and second raceways;

joining respective first ends of third and fourth raceways at a second junction area so that the first ends of the third and fourth raceways are spaced from one another and connected to a curved base member at the second junction area, said base member and said second junction area having an open side ~~with a curved base disposed therebetween~~; and

coupling a second cover fitting over the open side of the base member and second junction area so that a portion of the second cover fitting ~~engages each end~~ is coupled to the first ends of the third and fourth raceways, respectively.

23. (Currently amended) A method according to claim 22, further comprising the steps of:

joining the respective first ends of the first and second raceways so that the first raceway is substantially perpendicular to said second raceway; and

joining the respective first ends of the third and fourth raceways so that the third raceway is substantially perpendicular to the fourth raceway.

24. (Currently amended) A method according to claim 22, wherein said third and fourth raceways include a raceway base and a removable cover, said method further comprising the steps of:

removing a section of [[a]] the cover of each of the third and fourth raceways, respectively, and exposing corresponding sections of [[a]] the raceway base of each of the third and fourth raceways, respectively, prior to coupling the second cover fitting to the second junction area, so that the exposed sections of the raceway base[[s]] of the third and fourth raceways, respectively, engage portions of the second cover fitting.

25. (Currently amended) A method according to claim 22, further comprising the step of:

completely covering the curved base between the first ends of the third and fourth raceways with the second cover fitting.

26. (Previously presented) A method according to claim 22, further comprising the steps of:

coupling the curved base with a portion of the second cover fitting.

27. (Currently amended) A method according to claim 26, further comprising the steps of:

coupling the curved base with the respective first ends of the third and fourth raceways.

28. (Currently amended) A method according to claim 22, further comprising the steps of:

mounting the first and second raceways to a first support surface;

mounting the third and fourth raceways to a second support surface; and

mounting the curved base to the second support surface between the respective first ends of the third and fourth raceways.

29. (Previously presented) A method according to claim 28, further comprising the step of:

placing a first set of wires in each of the first and second raceways, respectively.

30. (Previously presented) A method according to claim 29, further comprising the step of:

placing a second set of wires in each of the third and fourth raceways, respectively, wherein said second set of wires has a maximum bend radius and said curved base defines a radius that is equal to or greater than the maximum bend radius of the second set of wires.

31. (Previously presented) A method according to claim 22, wherein

said first and second cover fittings are substantially identical.

32. (Currently amended) A method according to claim 22, wherein

said second and third raceways form a ~~single~~ continuous raceway.

33. (Currently amended) A method according to claim 22, further comprising the step of

snap fitting said first cover fitting onto said first ends of said first and second raceways; and

snap fitting said second cover fitting onto said first ends of said third and fourth raceways.

34. (New) The method of claim 22, wherein

said second raceway is coupled to said third raceway to form a continuous raceway.

35. (New) The method of claim 22, wherein

the first and second raceways each have a bottom wall, and where said method comprises joining the first end of the first raceway to the first end of the second raceway where said bottom wall of the first raceway lies in a first plane and the bottom wall of the second raceway lies in a second plane that is different from the first plane.

36. (New) The method of claim 35 wherein

the first plane is substantially perpendicular to the second plane.

37. (New) The method of claim 22, wherein

the third and fourth raceways each have a bottom wall, and wherein said method comprises joining the third and fourth raceways to the curved base.

38. (New) The method of claim 37, wherein

the bottom wall of the third raceway is substantially perpendicular to the bottom wall of the fourth raceway.

39. (New) The method of claim 37, wherein

the bottom wall of the third raceway lies in the same plane as the bottom wall of the fourth raceway.

40. (New) The method of claim 22, wherein

the first and second raceways each have a bottom wall, and wherein said method comprises joining the first and second raceways together where the respective bottom walls lie in substantially the same plane.

41. (New) The method of claim 22, wherein

the first cover fitting is substantially identical to the second cover fitting, and where the first cover fitting and the second cover fitting each have opposite side walls and coupling members, and wherein the coupling members of the first cover fitting are coupled to respective side walls of the first and second raceways and the coupling members of the second cover fitting are coupled to respective side walls of the third and fourth raceways.

42. (New) A method of forming a continuous raceway from first, second and third raceways, where each of said raceways have an open side, a removable cover closing the open side, a first end and a second end, said method comprising the steps of:

joining the first end of the first raceway to the first end of the second raceway to form a miter joint and a first junction area;

coupling a first cover fitting to the first ends of the first and second raceways and covering the miter joint in the first junction area;

coupling the second end of the second raceway to a first end of a curved base member;

coupling a first end of the third raceway to a second end of the curved base member, wherein the first end and the second end of the base member are substantially perpendicular to each other, and where the base member forms a second open junction area; and

coupling a second cover fitting to the second end of the second raceway and to the first end of the third raceway to cover the second junction area and where said first and second cover fittings are substantially identical.

43. (New) The method of claim 42, wherein

the first of said raceways is coupled to the second raceway whereby the respective bottom wall of the first and second raceways are in a plane substantially perpendicular to each other.

44. (New) The method of claim 42, wherein

the second raceway and the third raceway are coupled to the base member whereby the bottom walls of the respective raceways are in a plane substantially perpendicular to each other.

45. (New) The method of claim 42, wherein

the first raceway is coupled to the second raceway whereby the respective bottom wall of the first and second raceways are in substantially the same plane.

46. (New) The method of claim 42, wherein

the second raceway and the third raceway are coupled to the base member whereby the bottom walls of the respective raceways are in substantially the same plane.